

LAND AT DUNKIRK FARM, ELLESMERE PORT

PRELIMINARY TRAFFIC AND TRANSPORT STATEMENT

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Issue Date: 29 February 2024

Client Name: Redrow Homes Ltd.

Client Address: Redrow House, 6450 Cinnabar Court, Daresbury, Warrington. WA4 4GE.

Site Address: A5117 Dunkirk Way and Dunkirk Lane, Ellesmere Port. CH1 6LZ.

Control Sheet

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Table of Contents

1.0	Introduction	1
1.1	Background	1
1.2	Report Limitations	1
2.0	Site Location and Existing Highway Conditions	2
2.1	Site Location.....	2
2.2	Existing Use	2
2.3	Existing Access Arrangements	3
2.4	Surrounding Highway Network.....	3
2.5	Public Rights of Way	3
2.6	Highway Safety	4
3.0	Potential Access Strategy	6
3.1	Acquisition of Highway Boundary Data	6
3.2	Potential Access Strategy Overview	6
3.3	Potential Access Strategy Drawings	7
3.4	Active Travel Access	8
4.0	Accessibility by Sustainable Modes of Travel	9
4.1	Introduction.....	9
4.2	Pedestrian Accessibility	9
4.3	Accessibility by Cycle.....	10
4.4	Accessibility by Public Transport.....	10
4.5	Summary	11
5.0	Preliminary Highway Impact	12
5.1	Trip Generation	12
5.2	Highway Impact.....	12
6.0	Conclusions and Next Steps	13
6.1	Conclusions	13
6.2	Suggested Actions	13

Drawings

- Drawing 085541-CUR-XX-XX-DR-TP-06007-P01** – Dunkirk Farm Indicative TRACC Pedestrian Catchment
- Drawing 085541-CUR-XX-XX-DR-TP-06008-P01** – Dunkirk Farm Indicative TRACC Cycle Catchment
- Drawing 085541-CUR-XX-XX-DR-TP-06009-P01** – Dunkirk Farm Indicative TRACC Public Transport Catchment
- Drawing 085541-CUR-XX-XX-DR-TP-75004-P01** – Dunkirk Farm Site 1 (Primary Access)
- Drawing 085541-CUR-XX-XX-DR-TP-75005-P01** – Dunkirk Farm Site 1 (Secondary Access)
- Drawing 085541-CUR-XX-XX-DR-TP-75006-P01** – Dunkirk Farm Site 2 (Primary Access)
- Drawing 085541-CUR-XX-XX-DR-TP-75007-P01** – Dunkirk Farm Site 1 (Primary Access, Active Travel Option)

1.0 Introduction

1.1 Background

- 1.1.1 Curtins has been appointed on behalf of Redrow Homes Limited to provide preliminary traffic and transport advice in relation to a potential residential development of Land at Dunkirk Farm, Ellesmere Port (split across two parcels).
- 1.1.2 It is understood that the 2 sites have a collective area of 22.5 hectares (55.6 acres). Based on an average density of approximately 25 – 30 dwellings a hectare, the sites could accommodate circa 600 dwellings.
- 1.1.3 Site visits have been undertaken on the 8th January 2018 and 21st February 2024.

1.2 Report Limitations

- 1.2.1 Curtins has made sensible assumptions on access junction size and form considering likely capacity requirements, however no formal capacity assessments have been undertaken.
- 1.2.2 No discussions have taken place with Highways Officers at Cheshire West and Chester (CWaC) Council.
- 1.2.3 2D OS survey mapping has been used as mapping background at this stage. Adopted highway data has not been considered.

2.0 Site Location and Existing Highway Conditions

2.1 Site Location

2.1.1 The site comprises two parcels bisected by Dunkirk Lane. Together as one landholding, the sites are bounded by undeveloped land to the north and east; the A5117 to the south; and a section of railway line between Capenhurst and Bache to the west.

2.1.2 An indicative site location is provided in **Figure 2.1**:

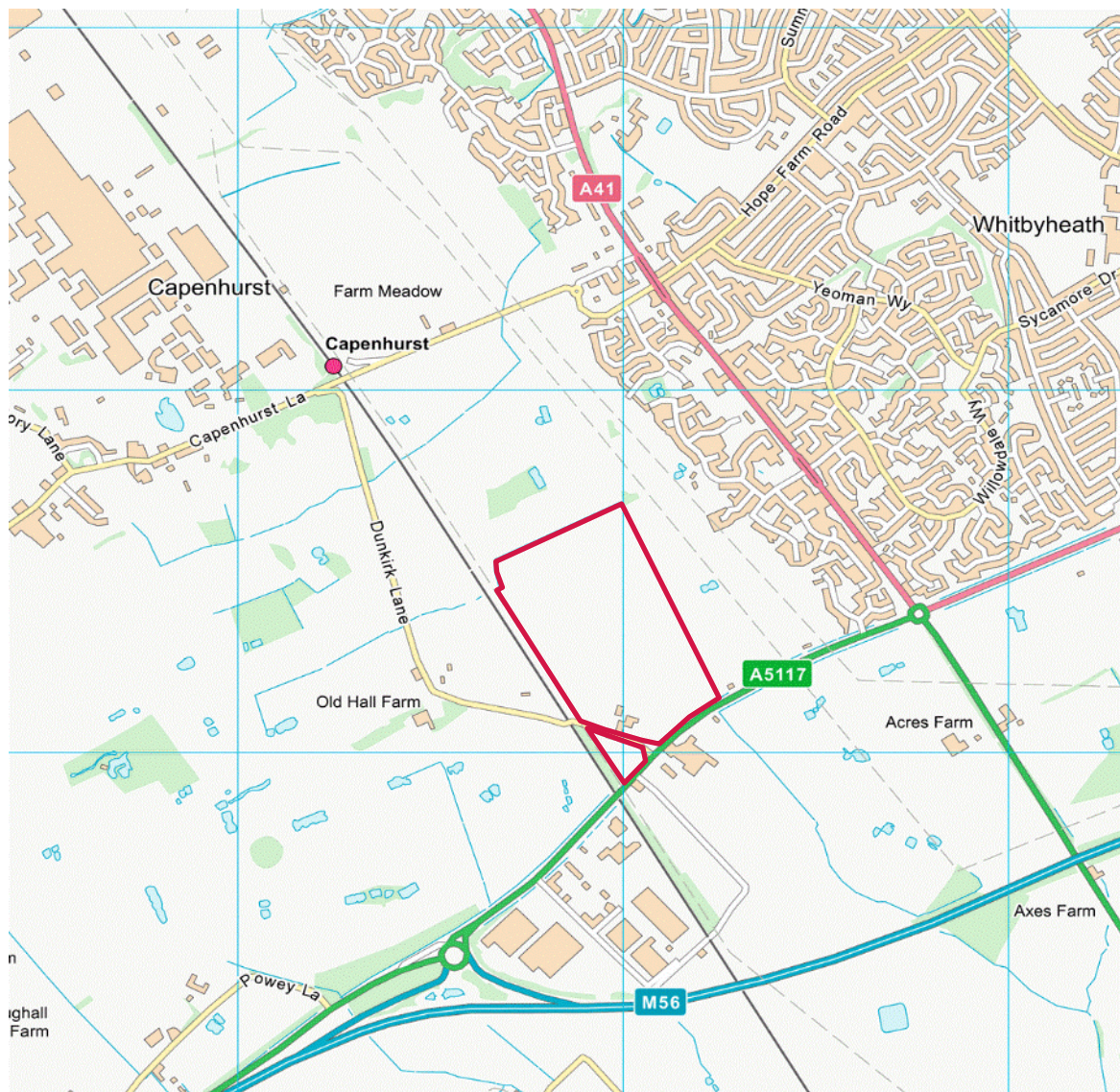


Figure 2.1 – Site Location

2.1.3 The sites are situated wholly within the bounds of CWaC.

2.2 Existing Use

2.2.1 The sites are formed by Dunkirk Farm, which comprises a collection of agricultural buildings and associated farming land.

2.3 Existing Access Arrangements

- 2.3.1 There are currently two agricultural access points from Dunkirk Lane, one each extending into the northern and southern portions of the landholding respectively.
- 2.3.2 Two hard-surfaced access points also link the northern portion of the landholding to Dunkirk Lane.

2.4 Surrounding Highway Network

A5117

- 2.4.1 The A5117 extends along a north-east/south-west alignment past the southern boundary of the landholding. The road extends for approximately 11km from a grade-separated roundabout with the M56 Junction 14 in the east, to another grade-separated junction with the A494/M56A540 in the west. The road also forms a grade-separated roundabout at the M53 Junction 10.
- 2.4.2 In the vicinity of the sites the road comprises a single lane, two-way carriageway with a typical width of approximately 9m including central hatching and turning pockets where present. The road is subject to a 60mph speed limit adjacent to the sites.
- 2.4.3 Adjacent to the sites southern boundary, there is a shared pedestrian/cycleway along the northern side of the carriageway which leads to the A41 Chester Road and into western areas of Ellesmere Port. A grass verge separates the footway from the carriageway until the A41.
- 2.4.4 An illuminated crossing point over the A511 is provided to the immediate west of the junction with Dunkirk Lane.

Dunkirk Lane

- 2.4.5 Dunkirk Lane extends along an approximate north/south alignment, bisecting the landholding. The road extends for approximately 1.5km from a 3-arm priority T-junction with Capenhurst Lane in the north, to another 3-arm priority T-junction with the A5117 in the south.
- 2.4.6 In the vicinity of the sites the road comprises a single lane, two-way carriageway with a typical width of approximately 5m. Dunkirk Lane bridges over the railway tracks approximately 250m from the junction with the A5117. The bridge places an effective weight restriction of 10t along the entire length of Dunkirk Lane, warning that no construction traffic is permitted along the link.
- 2.4.7 There are no footways present. The road is subject to a 40mph speed limit.

2.5 Public Rights of Way

- 2.5.1 The following **Figure 2.2** shows any Public Rights of Way (PRoW) in the vicinity of the sites listed on the CWaC Council interactive mapping tool:

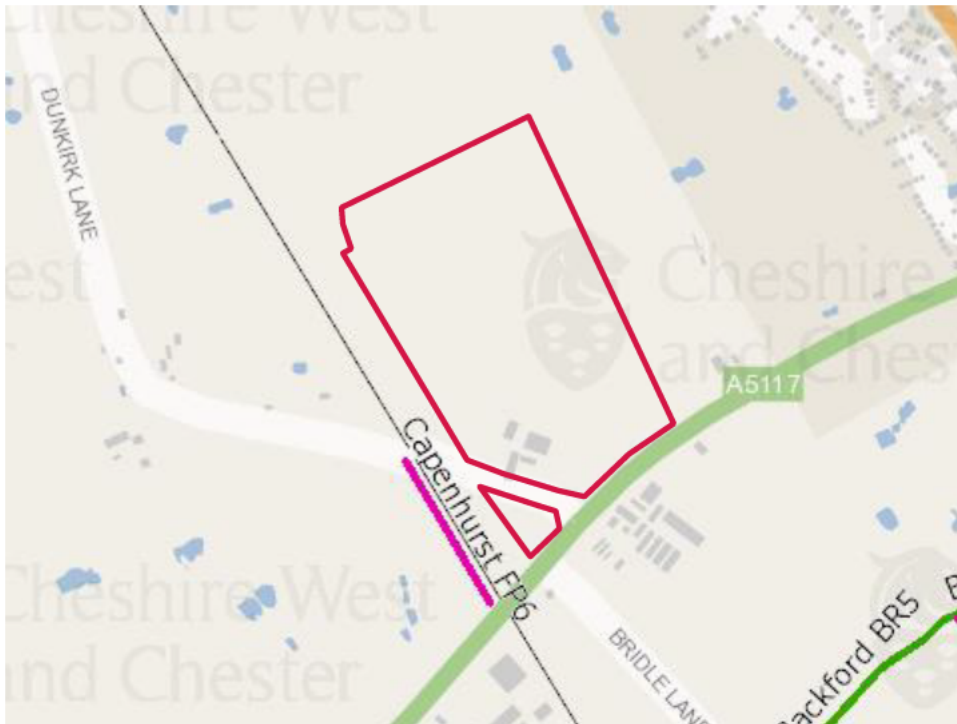


Figure 2.2 – Public Rights of Way

2.5.2 Whilst there is a registered footpath that runs to the west of the railway line, there are no registered PRoW that cross either of the sites.

2.6 Highway Safety

2.6.1 Personal Injury Accident (PIA) data for the highway network adjacent to the sites along the A5117 and Dunkirk Lane has been obtained from 'CrashMap' for the most recent five years, the period being 2018 to 2022. A breakdown of the information is contained in **Table 2.1**:

Junction/Link	Slight	Serious	Fatal	Totals
A5117 (link)	1	1	0	2
A5117/Dunkirk Lane	0	0	0	0
A5117/Rosemere Drive	1	0	0	1
Dunkirk Lane (link)	0	0	0	0
Dunkirk Lane/Capenhurst Lane	0	0	0	0
Backford Cross Roundabout	7	2	0	9
A5117/M56 off/on Slip Roundabout	1	1	0	2
Totals	10	4	0	14

Table 2.1 – Personal Injury Accident Data Summary

2.6.2 There has been a total of 14 accidents in the latest five-year period available, comprising 10 'slight' accidents and four 'serious' accidents.

- 2.6.3 The rate of collisions at the Backford Cross roundabout should be considered further in any forthcoming planning submission. Notwithstanding this, the frequency and number of accidents does not suggest an existing or unusual safety issue that would be exacerbated by development at the sites.

3.0 Potential Access Strategy

3.1 Acquisition of Highway Boundary Data

3.1.1 This report has been written without the benefit of adopted highway data. The access strategy presented in this section is therefore based on an assumed adoptable extent, and the land ownership records/red line provided by Redrow.

3.2 Potential Access Strategy Overview

3.2.1 The below **Figure 3.1** demonstrates an overview of the potential access strategy, showing primary access to the northern portion from the A5117, and primary access to the southern portion from Dunkirk Lane.

3.2.2 A secondary vehicle access to the northern portion would also be considered from Dunkirk Lane:



Figure 3.1 – Potential Access Strategy Overview

3.2.3 Considering the potential development quantum and that Dunkirk Lane bisects the wider site, 3 uncontrolled priority access points are envisaged.

3.3 Potential Access Strategy Drawings

3.3.1 The following drawings appended to the rear of this report are discussed:

- **Drawing 085541-CUR-XX-XX-DR-TP-75004-P01** – Dunkirk Farm Site 1 (Primary Access)
- **Drawing 085541-CUR-XX-XX-DR-TP-75005-P01** – Dunkirk Farm Site 1 (Secondary Access)
- **Drawing 085541-CUR-XX-XX-DR-TP-75006-P01** – Dunkirk Farm Site 2 (Primary Access)
- **Drawing 085541-CUR-XX-XX-DR-TP-75007-P01** – Dunkirk Farm Site 1 (Primary Access, Active Travel Option)

Site 1 – Northern Portion (A5117)

Primary Access

3.3.2 There is a slight bend in the A5117 carriageway at the proposed access location away from the northern site portion, and as such, appropriate emerging visibility in accordance with Design Manual for Roads and Bridges (DMRB) principles is considered achievable.

3.3.3 **Drawing 085541-CUR-XX-XX-DR-TP-75004-P01** shows the indicative primary access strategy, with visibility splays of 4.5m x 215m.

3.3.4 A priority-controlled T-junction is illustrated, with 3m pedestrian/cycleways on either side of the access to complement the existing provision along the A5117. A right-turn ghost island has also been included for westbound vehicles so that traffic accessing the northern site portion from the east does not restrict the mainline flow along the A5117 (and for safety reasons).

3.3.5 Referring to the existing shared pedestrian/cycle provision along the northern side of the A5117, an alternative access arrangement as shown in **Drawing 085541-CUR-XX-XX-DR-TP-75007-P01** could be provided.

3.3.6 This option shows a raised crossing for pedestrians/cyclists, set back into the site sufficiently to allow for an HGV (such as a refuse vehicle) or up to 3 cars to wait off the main carriageway. As vehicles would need to ramp up to cross active travel provision, priority would be retained for pedestrians and cyclists.

Secondary Access

3.3.7 It is envisaged a loop through the northern site portion to the potential secondary access along Dunkirk Lane could be achieved.

3.3.8 **Drawing 085541-CUR-XX-XX-DR-TP-75005-P01** shows the indicative secondary access strategy, with maximum achievable visibility splays. Under DMRB standards, 2.40m x 120m visibility splays should be achieved, however the actual design speed is much lower than 40mph due to the nearby railway bridge which acts as a traffic calming feature. A priority-controlled T-junction is illustrated, with 2m footways on either side of the access.

3.3.9 Such an access strategy (comprising a primary/secondary access solution) is considered to be sufficient to accommodate in the region of 550 dwellings, although capacity assessments will be required as part of any planning application to confirm suitability.

Site 2 – Southern Portion (Dunkirk Lane)

3.3.10 There is a slight bend in the carriageway along Dunkirk Lane at the proposed access location away from the southern site portion, and as such, appropriate emerging visibility in accordance with the likely design speed.

3.3.11 **Drawing 085541-CUR-XX-XX-DR-TP-75006-P01** shows the indicative access, with appropriate visibility splays. A priority controlled T-junction is illustrated, with 2m footways on either side of the access. Such a priority junction is considered to be sufficient to accommodate in the region of 50 dwellings, although capacity assessments may be required as part of any planning application to confirm suitability.

3.4 Active Travel Access

3.4.1 Primary pedestrian and cycle access would be via the main vehicular access points described above. It is envisaged that the access to the northern portion would be served by widened and enhanced existing provision on the northern side of the A5117, either with or without active travel priority in the form of a raised crossing.

3.4.2 The existing shared provision extends to the Backford Cross Roundabout. As discussed further in **Section 4.3**, from here there are extensive cycle onward links into Ellesmere Port, Chester and other surrounding areas.

3.4.3 Internally, the site could provide a number of off-road and/or segregated active travel routes.

4.0 Accessibility by Sustainable Modes of Travel

4.1 Introduction

4.1.1 A key element of national, regional and local policy is to ensure that new developments are located in areas where alternative modes of travel are available. It is important to ensure that developments are not isolated but are located close to complementary land uses. This supports the aims of integrating planning and transport, providing more sustainable transport choices, and reducing overall travel and car use.

4.1.2 The accessibility of the proposed development is considered in this context for the following modes of travel:

- Pedestrian Accessibility;
- Accessibility by Cycle; and
- Accessibility by Public Transport.

4.2 Pedestrian Accessibility

4.2.1 Research has indicated that acceptable walking distances depend on a number of factors, including the quality of the development, the type of amenity offered, the surrounding area, and other local facilities. The Chartered Institution for Highways and Transportation (CIHT) document entitled '*Providing for Journeys on Foot*' suggests walking distances which are relevant to this site promotion. These are reproduced in **Table 4.1**.

	Town Centres (m)	Commuting/School/Sightseeing (m)	Elsewhere/Local Services (m)
Desirable	200	500	400
Acceptable	400	1,000	800
Preferred Maximum	800	2,000	1,200

Table 4.1 – CIHT Suggested Acceptable Walking Distances

4.2.2 To assist in summarising the accessibility of the sites by foot, an indicative pedestrian catchment plan has been produced. **Drawing 085541-CUR-00-XX-DR-TP-06007-P01** shows distances of 500m, 1,000m and 2,000m which are termed '*Desirable*', '*Acceptable*' and the '*Preferred Maximum*' by the CIHT for commuting and school trips; considered an appropriate representation of typical residential trips.

4.2.3 Within the 1,000m catchment there are a number of employment, eating and drinking establishments, healthcare and retail opportunities situated to the south of the A5117 on the Dunkirk Trading Estate.

4.2.4 Within the 2,000m catchment, there are some leisure, retail and food and drink amenities along roads such as the A41 Chester Road and the A5032 Chester Road. Some schools are also situated marginally outside of this catchment, to the north west of the sites within southern areas of Great Sutton.

4.2.5 Whilst there are some opportunities for travel on-foot to existing amenities and employment opportunities, it is considered that the sites could also provide everyday services as part of any Masterplan. This would help enhance the sites' accessibility on foot.

4.3 Accessibility by Cycle

4.3.1 In order to assist in assessing the accessibility of the sites by cycle, it is necessary to understand what destinations are located within 8km. The 8km cycling distance refers to a recommendation by Cycling England in the document 'Integrating Cycling into Development Proposals' (2009).

4.3.2 An 8km catchment shown in **Drawing 085541-CUR-00-XX-DR-TP-06008-P01** extends as far as Eastham in the north, substantial employment areas within Ellesmere Port to the east, Chester to the south and another significant area of employment of Deeside Industrial Park to the west.

4.3.3 There is a substantial network of national cycle routes situated to the east, south and west of the wider site; comprising routes 56 and 563. A significant proportion of routes 56 and 563 are off-road, and connect the sites to areas such as:

- Chester (via route 70)
- Hooton
- Deeside
- Ellesmere Port

4.3.4 Both Dunkirk Lane (route 56) and the A5117 (route 563) are national cycle routes; meaning the sites have direct access to these routes. The sites are considered highly accessible by bicycle.

4.4 Accessibility by Public Transport

4.4.1 **Drawing 085541-CUR-00-XX-DR-TP-06009-P01** demonstrates those areas accessible via public transport within 20, 40 and 60 minutes' journey from the sites. The catchment extends as far as Port Sunlight, Ellesmere Port, Queensferry, Chester and Helsby.

4.4.2 Accessibility by bus and rail are considered in further detail within the subsections below.

Bus Accessibility

4.4.3 The nearest bus stops are situated along the A41 Chester Road, approximately 1,200m from the centre of the site.

4.4.4 Although there is currently little opportunity for bus travel to or from the sites, the scale of development could encourage operators to undertake a service extension; with bus number 2 running along the A41.

Table 4.2 details the service and its associated frequencies:

Bus Service	Route	Typical Frequency		
		Mon – Fri	Sat	Sun/Hols
2	Chester – Halton Lea	30mins	30mins	-

Table 4.2 – Summary of Local Bus Service Frequencies

4.4.5 It is considered that there are opportunities to enhance the sites accessibility by bus by extending services into the promoted sites.

Rail Accessibility

4.4.6 The nearest train station is Capenhurst, located approximately 1,500m from the centre of the sites.

4.4.7 The station provides regular services between Chester and Liverpool Central, calling at various stations throughout Wirral and Liverpool including Birkenhead. Users can also change at both destination stations to access additional services to areas within the wider vicinity such as Wrexham and Manchester; as well as catching alternative national services.

4.4.8 It is considered that there are opportunities for future residents to travel by rail as part of a multi-modal trip.

4.5 Summary

4.5.1 The sites are set in a relatively rural area, and the expectations of accessibility should reflect this. As paragraph 109 of the National Planning Policy Framework (NPPF) states:

“...opportunities to maximise sustainable transport solutions will vary between urban and rural areas, and this should be taken into account in both plan-making and decision-making.”

4.5.2 Overall and considering this, the sites can be seen to be relatively accessible by multiple modes of sustainable transport. There are also excellent opportunities to enhance accessibility by providing facilities on-site, linking in to existing cycle provision, and extending existing bus services.

5.0 Preliminary Highway Impact

5.1 Trip Generation

- 5.1.1 In order to calculate trip rates and associated trip generation as part of any Transport Assessment at the planning stage, it is envisaged the TRICS database will be consulted.
- 5.1.2 TRICS is the industry recognised tool for calculating the anticipated future trip demand of a proposed development. The database contains multi-modal surveys of varying land uses in multiple destinations across the UK, allowing for a trip rate calculation tailored to the development proposals with access to the latest surveys in the TRICS library.
- 5.1.3 However, as any development proposals are not fixed, for the purposes of this note, industry knowledge and experience has been applied to approximate the likely levels of development traffic.
- 5.1.4 On this basis, it is considered 600 dwellings could generate in the region of 300 two-way trips in the AM and PM Peak hour periods respectively. Given the proposed uses are residential, there would be a tidal element to these trips (i.e. it is expected the AM Peak would exhibit more departures than arrivals, with this trend reversed in the PM Peak).

5.2 Highway Impact

- 5.2.1 Based on the site visit, the potential access strategy and the predicted number of trips, it is considered that the highway impact of the development may need to be considered at the following junctions:
- A5117/Dunkirk Lane T-junction;
 - Capenhurst Lane/Dunkirk Lane T-junction;
 - A5117/A494/M56 Roundabout;
 - A5117/A41 Roundabout;
 - A5117/Chester Road/Whitby Lane Roundabout;
 - A41/Capenhurst Lane/Hope Farm Road Signals;
 - A5117/A540 Parkgate Road; and
 - A550 Welsh Road/A540 Parkgate Road Signals (Two Mills).
- 5.2.2 The above list is not necessarily exhaustive, and any scope of assessment for a Transport Assessment would need to be agreed in advance with the Local Highways Authority.
- 5.2.3 Considering the site proximity to the Strategic Road Network, it is considered that junctions maintained by Highways England may also need to be considered, although this would need to be confirmed as part of any future scoping discussions.

6.0 Conclusions and Next Steps

6.1 Conclusions

- 6.1.1 This report has been prepared to consider the potential residential development at two sites at Dunkirk Farm, Ellesmere Port. It has been considered that approximately 600 dwellings could be developed.
- 6.1.2 There is potential for vehicular access to be taken from the A5117 and two locations along Dunkirk Lane, with a pedestrian/cycle link from the A5117.
- 6.1.3 As part of any forthcoming development, there is an opportunity to improve the sites accessibility by non-car modes by providing facilities on-site, extending existing bus services and linking into the existing cycle infrastructure in the surrounding area.
- 6.1.4 It is considered c.300 two-way peak hour trips could be generated by a 600-unit residential development. Any scope of assessment for a Transport Assessment would need to be agreed in advance with the Local Highways Authority. Highways England may also need to be consulted with regard to impact upon the strategic road network.
- 6.1.5 In conclusion, we consider the residential development of the sites is deliverable from a highways perspective.

6.2 Suggested Actions

- 6.2.1 To progress towards the submission of a planning application, the following primary actions are recommended:
- Develop the various opportunities for enhancing the accessibility of the sites;
 - Liaise with Highways Officers at Cheshire West and Chester Council to discuss development opportunities, a scope of highway assessment and inform traffic surveys;
 - If necessary, liaise with Highways Officers at Highways England to discuss a scope of highway assessment for the Strategic Road Network and inform traffic counts;
 - Undertake capacity assessments at junctions to be agreed with Highways Officers; and
 - Prepare a Transport Assessment and Travel Plan to accompany a future planning application.

Drawings



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Project: REDROW - CWaC SITES STUDY

Status: PRELIMINARY

Drq Title: DUNKIRK FARM - ELLESMERE PORT
 ACCESSIBILITY
 INDICATIVE WALKING CATCHMENT

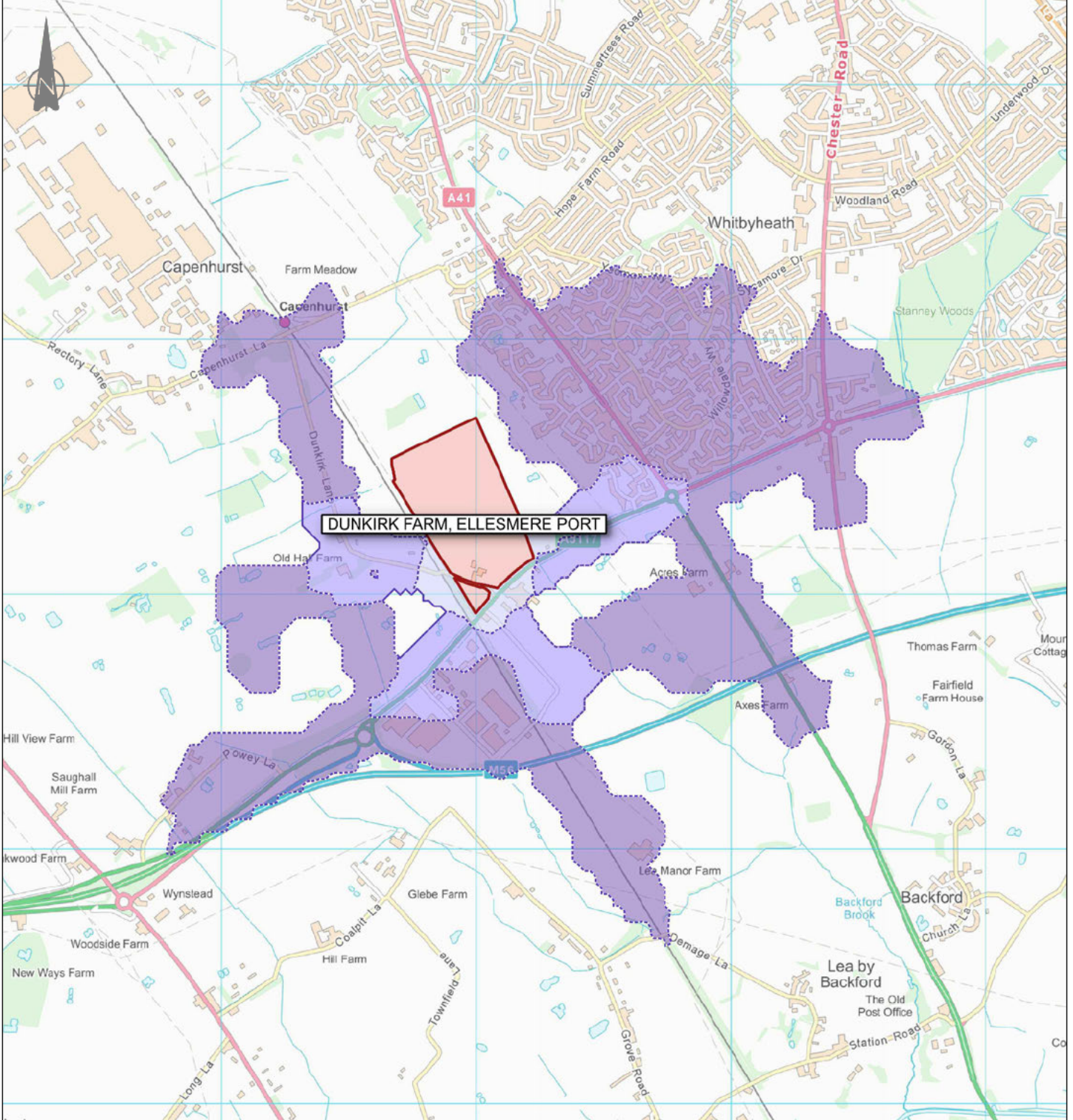
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Project:
REDROW - CWaC SITES STUDY

Status:
PRELIMINARY

Drq Title:
**DUNKIRK FARM - ELLESMERE PORT
 ACCESSIBILITY
 INDICATIVE CYCLING CATCHMENT**

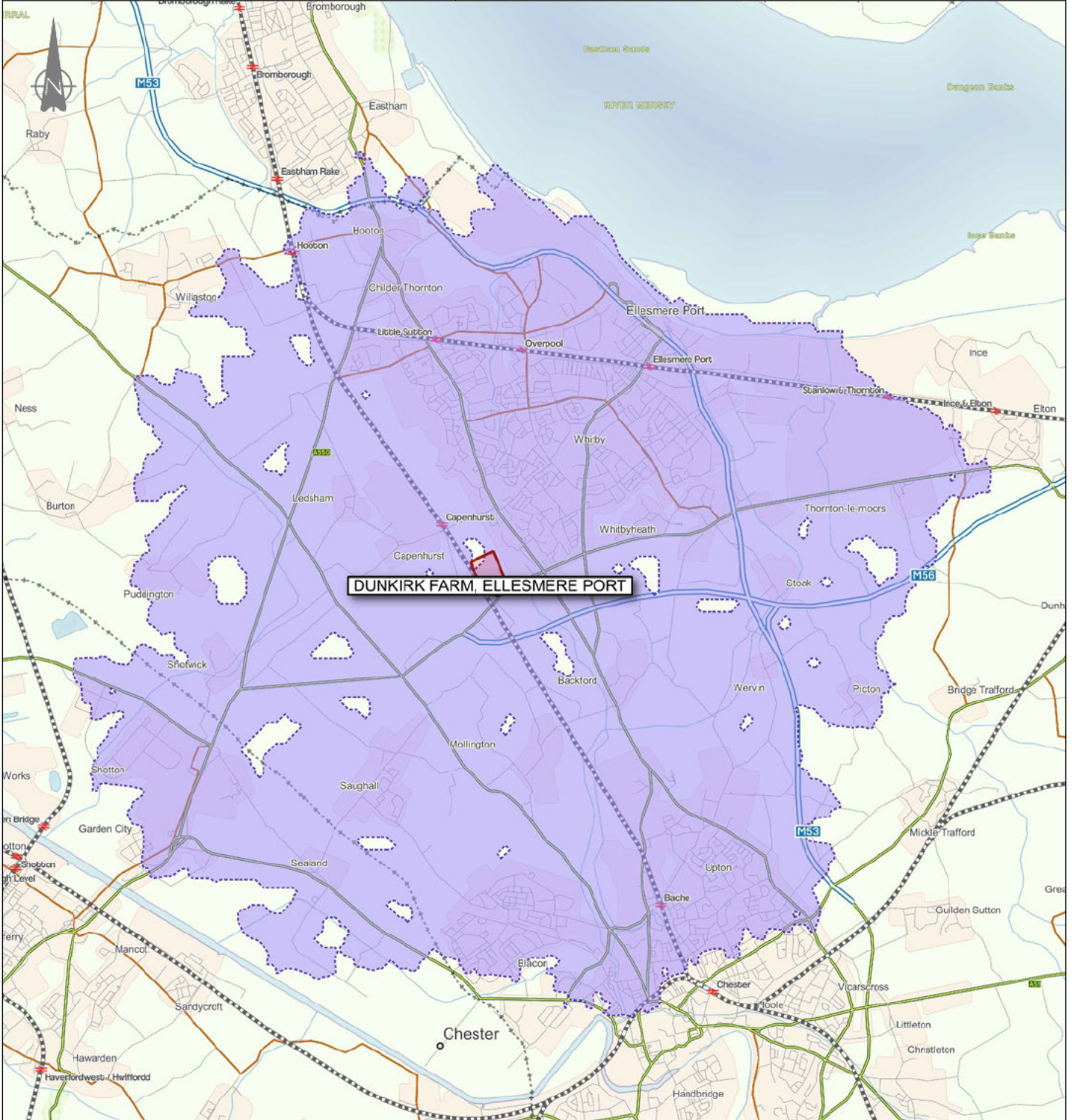
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Project No: Originator: Volume: Level: Type: Role: Category / Number: Rev:

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KEY: Site
 Cycle Catchment:
 8000m

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Status: PRELIMINARY

Org Title: DUNKIRK FARM - ELLESMERE PORT
 ACCESSIBILITY
 PUBLIC TRANSPORT CATCHMENT

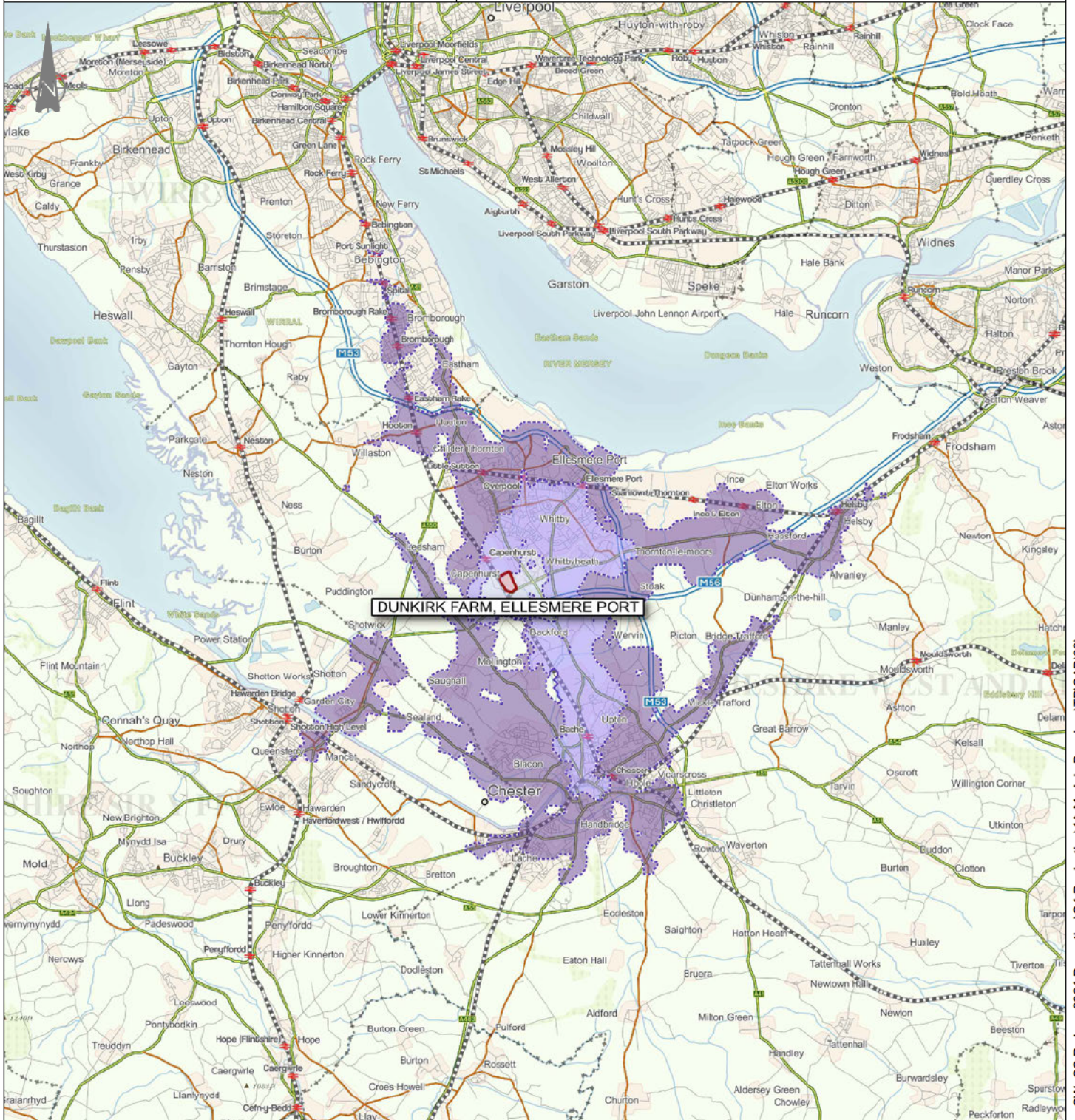
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Designed By: DD Date: 24/02/23

Scale: NTS

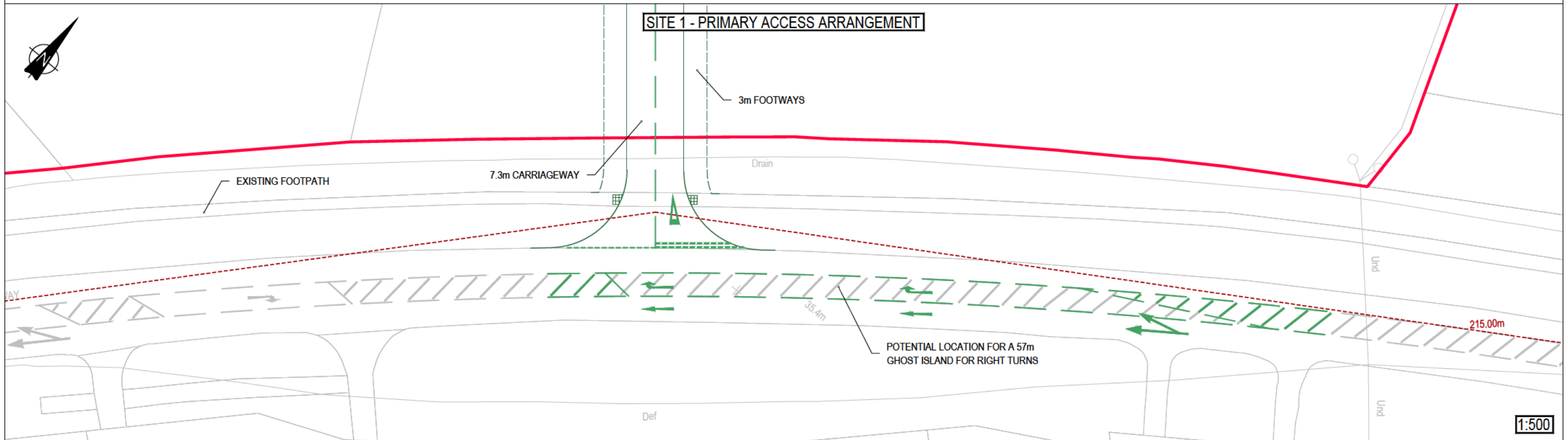
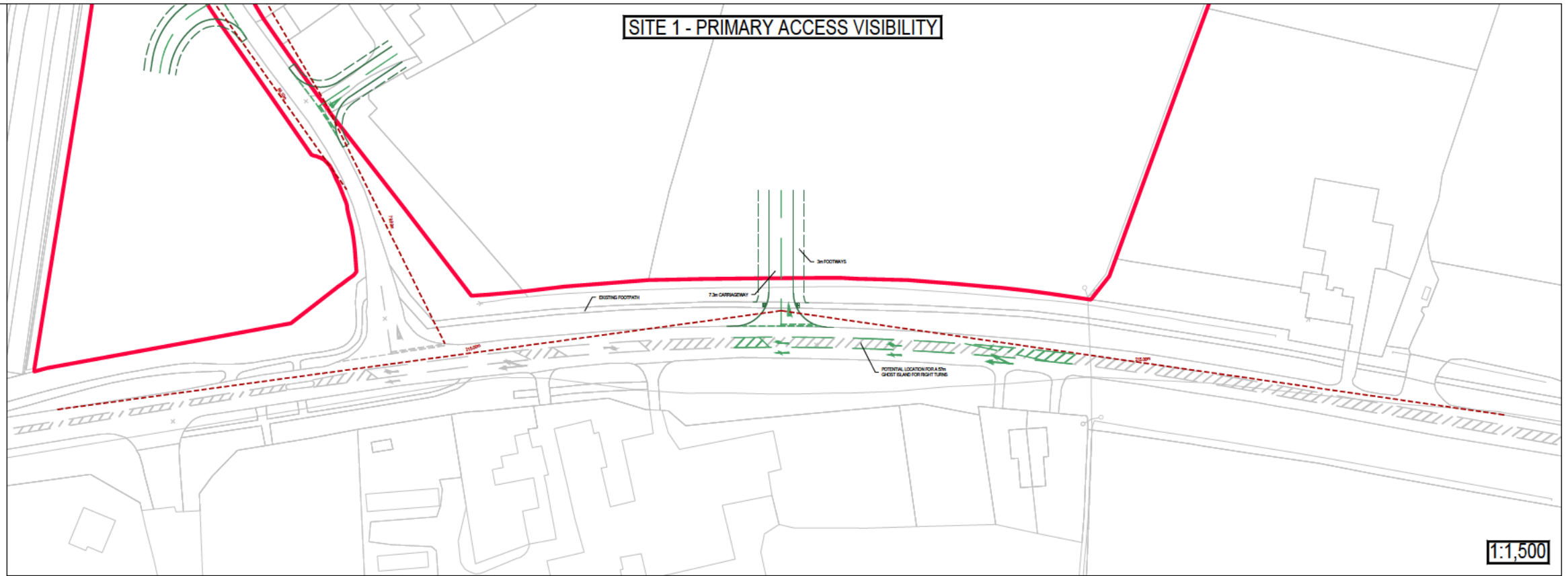
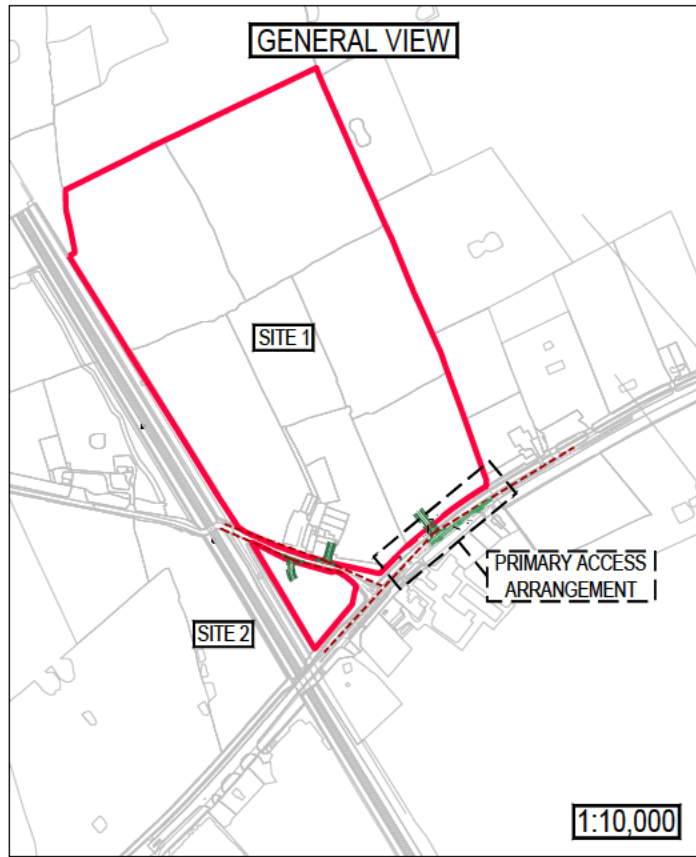
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KEY: Site
 Public Transport Catchment:
 60 minutes
 40 minutes
 20 minutes

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KEY:		INDICATIVE RED LINE
		PROPOSED KERB LINE
		PROPOSED FOOTPATH
		PROPOSED ROAD MARKINGS
		PROPOSED VISIBILITY SPLAYS AT 60mph

Rev:	Description:	Date:	By:	Chkd:
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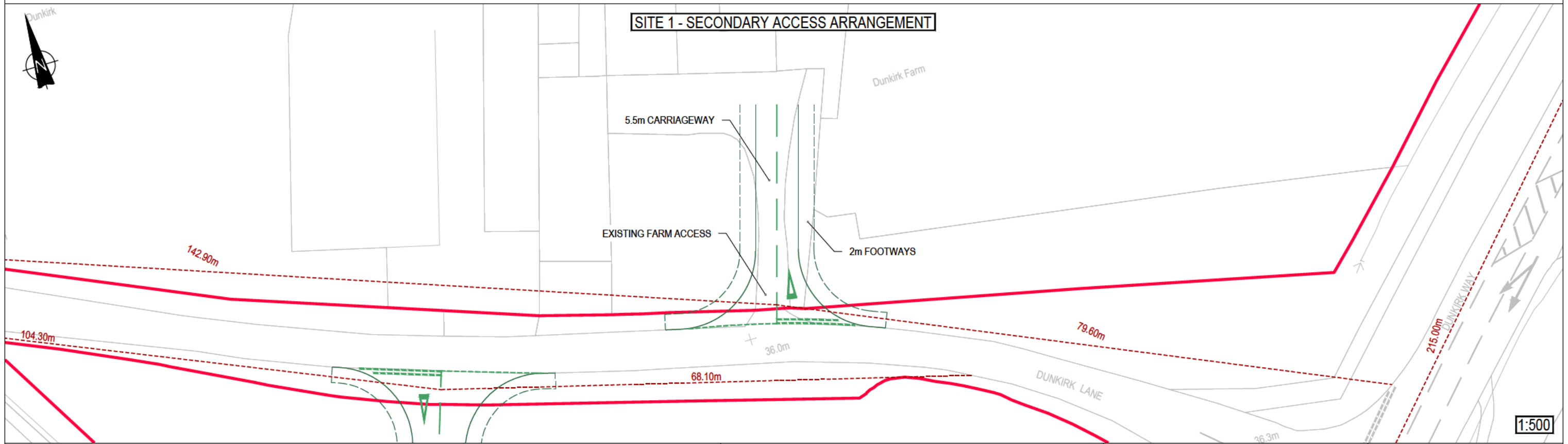
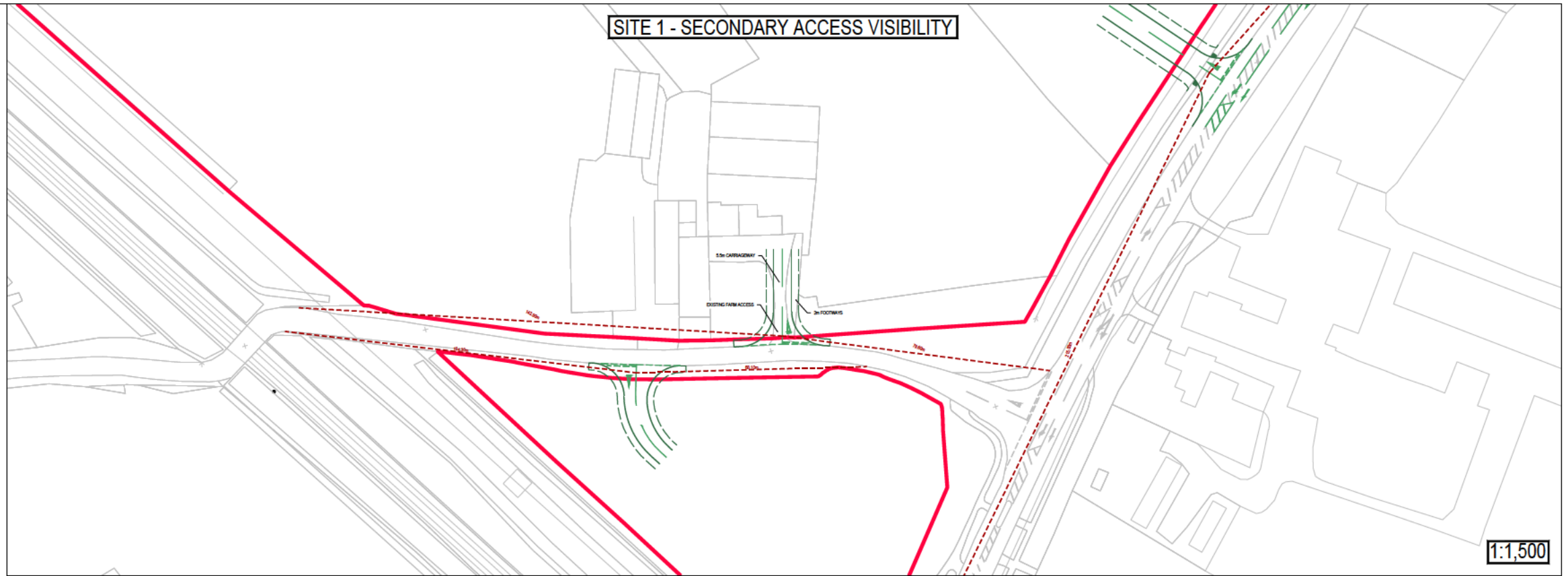
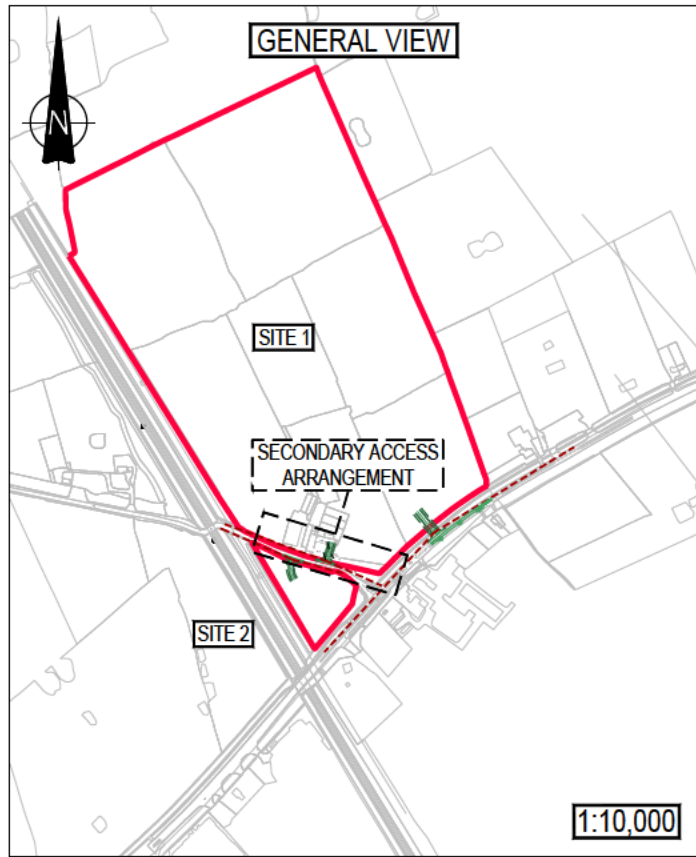
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Project: REDROW - CWaC SITES STUDY		Status: PRELIMINARY	
Drg Title: DUNKIRK SITE 1 PRIMARY ACCESS		Drawn By DD	Checked By DJ
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KEY:		INDICATIVE RED LINE
		PROPOSED KERB LINE
		PROPOSED FOOTPATH
		PROPOSED ROAD MARKINGS
		MAXIMUM ACHIEVABLE VISIBILITY SPLAYS

Rev:	Description:	Date:	By:	Chkd:
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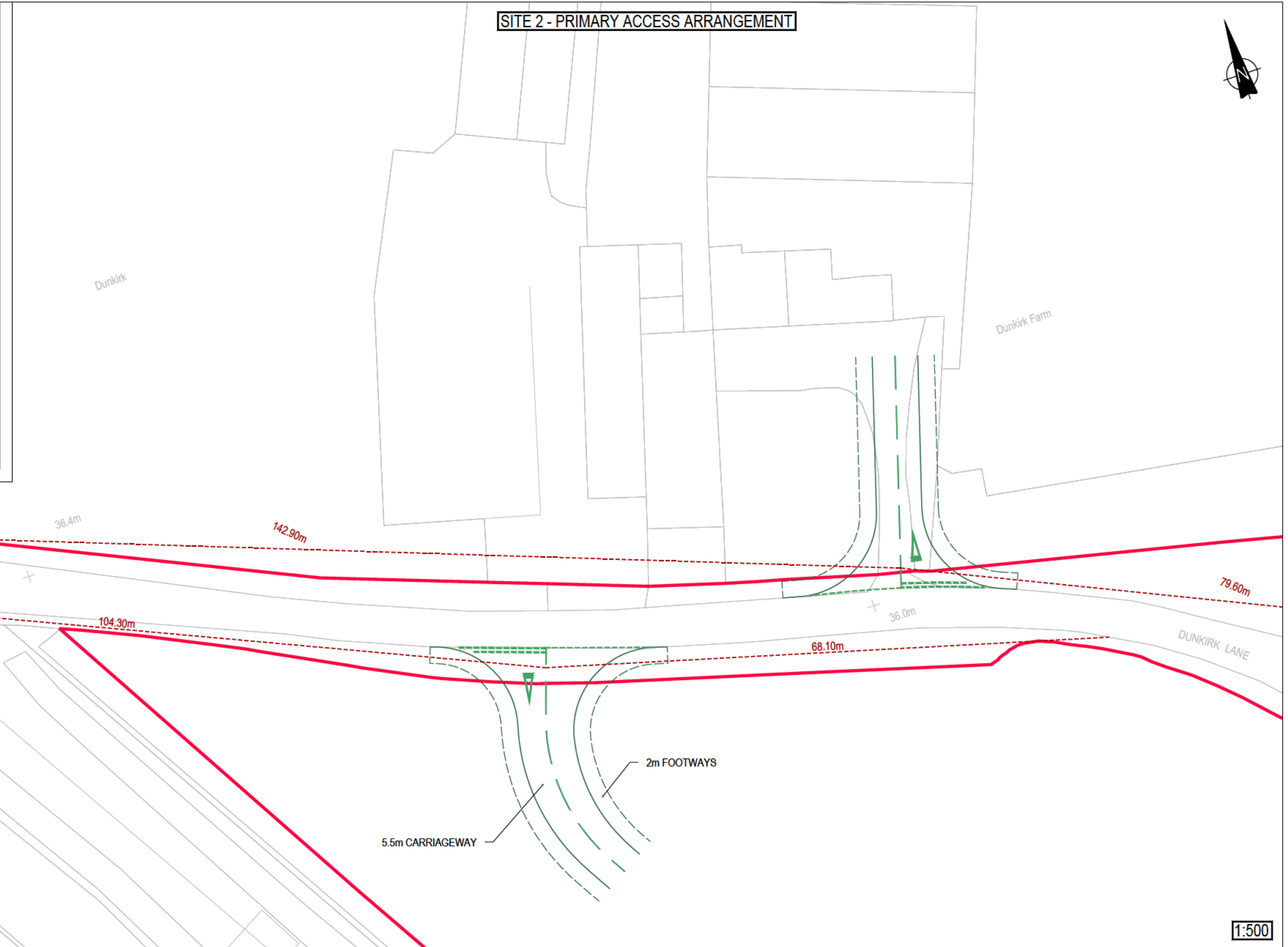
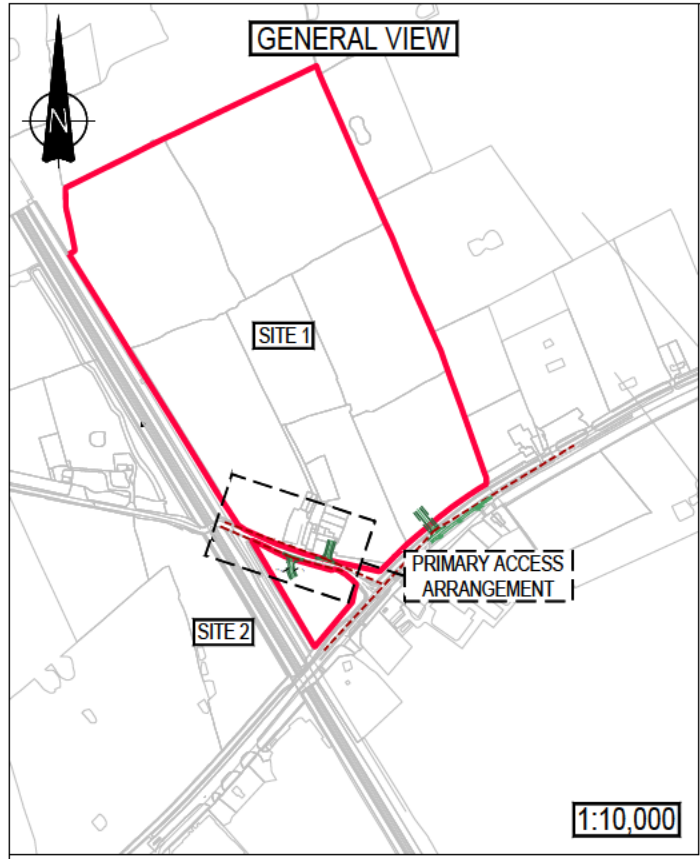
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Project: REDROW - CWaC SITES STUDY		Status: PRELIMINARY	
Drg Title: DUNKIRK SITE 1 SECONDARY ACCESS		Drawn By: DD	Checked By: DJ
		Designed By: DD	Date: 21/02/24
		Scales @ A3 AS INDICATED	
Project No - Originator - Function - Spatial - Form - Discipline - Number			Revision
085541 - CUR-XX -XX - DR-TP- 75005			P01

\\ifs03\projects\1-TP\085541 - CWaCC Redrow 2024 Promotion\Q4-Production\4A-Models-Drawings\TPCAD75



KEY:

- INDICATIVE RED LINE
- PROPOSED KERB LINE
- - - PROPOSED FOOTPATH
- · - · - PROPOSED ROAD MARKINGS
- · - · - 2.40x68/104m MAXIMUM ACHIEVABLE VISIBILITY

Rev:	Description:	Date:	By:	Chkd:
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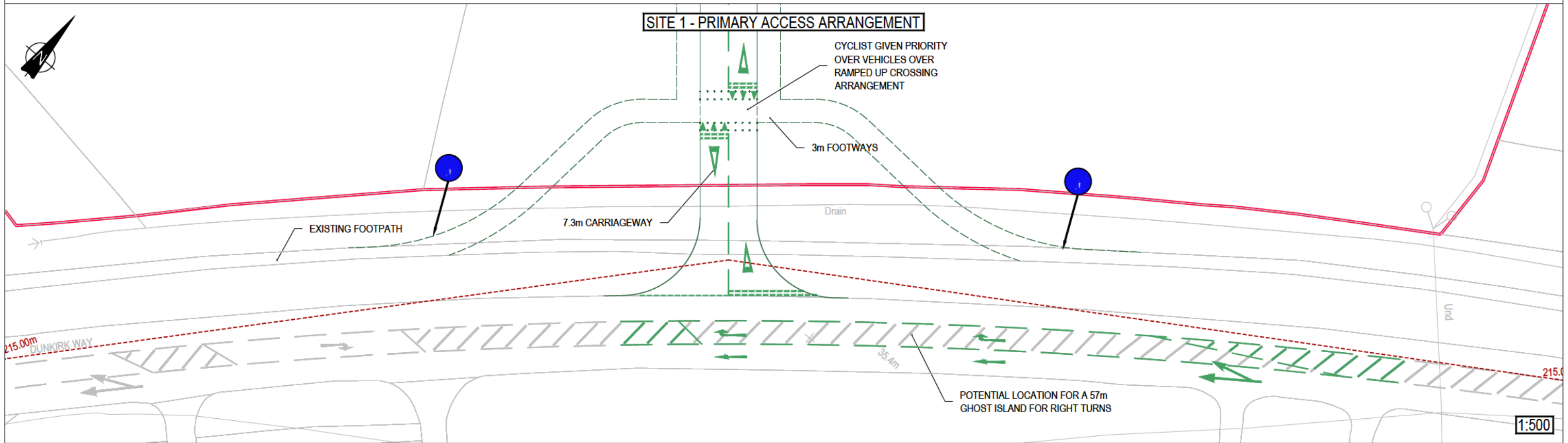
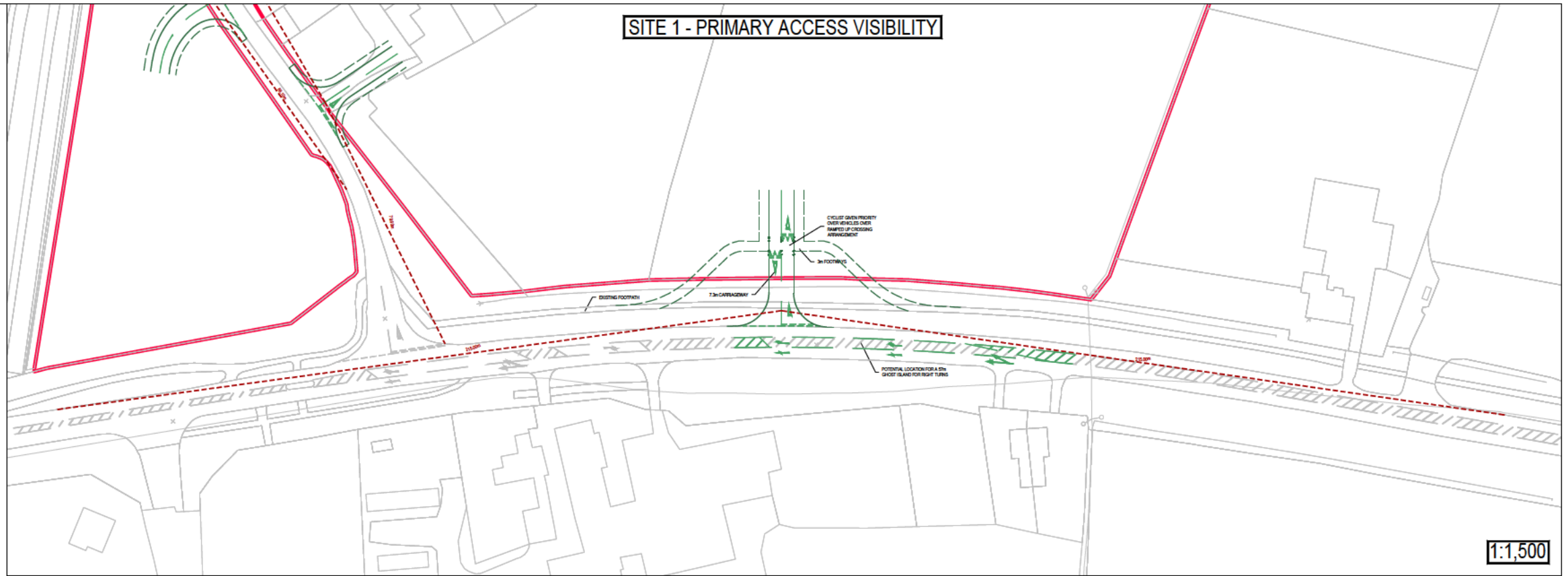
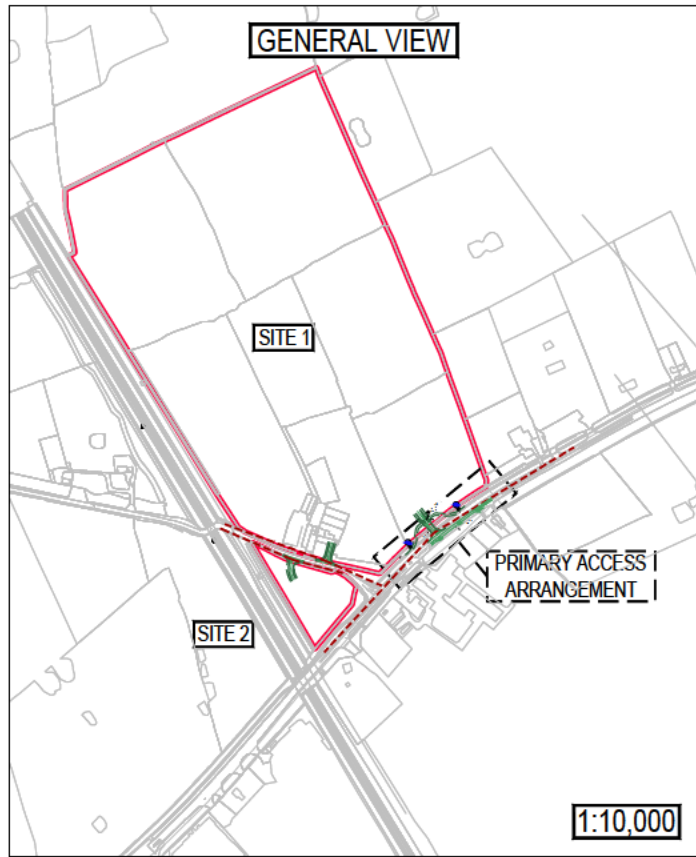
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Project: REDROW - CWaC SITES STUDY		Status: PRELIMINARY	
Drg Title: DUNKIRK SITE 2 PRIMARY ACCESS		Drawn By DD	Checked By DJ
		Designed By DD	Date 21/02/24
Scales @ A3 AS INDICATED			
Project No - Originator - Function - Spatial - Form - Discipline - Number			Revision
085541 - CUR-XX -XX - DR-TP- 75006			P01

\\ifs03\projects\1-TP\085541 - CWaCC Redrow 2024 Promotion\Q4-Production\4A-Models-Drawings\TPCAD75



KEY:

- INDICATIVE RED LINE
- PROPOSED KERB LINE
- - - PROPOSED FOOTPATH
- - - PROPOSED ROAD MARKINGS
- - - 4.50x215.00m PROPOSED VISIBILITY SPLAYS AT 60mph
- ▲▲▲▲▲ PROPOSED RAMP

Rev.	Description:	Date:	By:	Chkd:

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Project: REDROW - CWaC SITES STUDY		Status: PRELIMINARY	
Drg Title: DUNKIRK SITE 1 PRIMARY ACCESS (ACTIVE TRAVEL ARRANGEMENT)		Drawn By: HD	Checked By: HD
		Designed By: DD	Date: 22/02/24
Scales @ A3 AS INDICATED			
Project No - Originator - Function - Spatial - Form - Discipline - Number			Revision
085541 - CUR-XX-XX - DR-TP- 75007			P01

\\ifs03\projects\1-TP\085541 - CWaCC Redrow 2024 Promotion\Q4-Production\4A-Models-Drawings\TPCAD75

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